

# CHICAGO AND ALTON PLANS.

**E. H. Harriman Reported to be Arranging for an Outlet West from the Missouri River.**

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CHICAGO, Sept. 9.—Now that the Chicago, Milwaukee and St. Paul Railroad has obtained practically an independent outlet to the Rocky Mountains and to the Gulf, by its alliance with the Gould system of roads, the Chicago and Alton remains the only important Western road without an independent outlet West from the Missouri River.

While it has a traffic agreement with the Kansas Pacific branch of the Union Pacific, yet the latter divides its business on equal terms with other Kansas City connections, and gives the Alton no special advantages. The falling off in Alton earnings during the last year is said to be due to its being practically "bottled up" at the Missouri River and it has long been the opinion that unless the Alton secures independent connections at the Missouri River for the West and Southwest to place it in a position where it can compete on equal terms with other Western roads, it will not be able to hold its own.

It is now said to be the plan of E. H. Harriman to take the Kansas Pacific away from the Union Pacific, with which it has no direct connection and make it a part of the Alton system. This would give the Alton as short a line as any direct to Denver, via Kansas City, and from Denver it could use the Union Pacific main line to the Pacific Coast.

It also is said to be the intention of Mr. Harriman to amalgamate the Kansas City Southern, formerly the Kansas City, Pittsburg, and Gulf, with the Chicago and Alton, in order to give the latter a direct and independent outlet to the Gulf at Port Arthur and to the Beaumont oilfields.

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